

Mayor's Bicycle Advisory Council

Wednesday, June 14



Bicyclist Fatalities, Year to Date (January 1 – June 14, 2017)

MBAC Briefing

Bicyclist Fatality Statistics

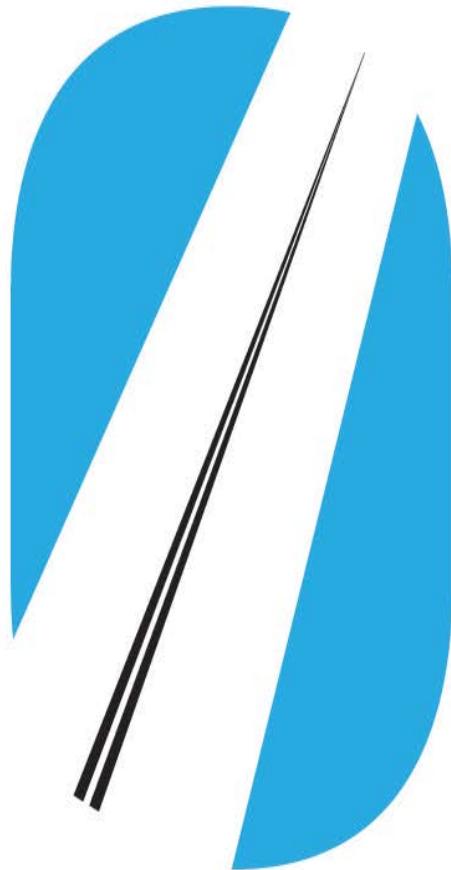
Year to date total, 2017 (CPD): 2

Year to date total, 2016 (CPD): 0

Year to date average, 2011-2015 (IDOT): 1.4

Bicyclist Fatalities by Month									
Source	IDOT	IDOT	IDOT	IDOT	IDOT	CPD	CPD	IDOT	2011-2015 Average
	2011	2012	2013	2014	2015	2016	2017		
January	1	0	0	0	1	0	1	0.4	
February	0	0	0	0	0	0	0	0	
March	0	0	0	0	0	0	0	0	
April	0	0	0	0	1	0	0	0.2	
May	1	0	1	2	0	0	0	0.8	
June	1	1	0	0	0	2	1*	0.4	
July	0	2	1	1	0	1		0.8	
August	3	1	0	2	0	2		1.2	
September	0	1	0	1	2	1		0.8	
October	0	2	0	0	2	0		0.8	
November	1	0	0	0	0	0		0.2	
December	0	1	1	0	1	0		0.6	
TOTAL (Jan 1- May 31)	2	0	1	2	2	0	2*	1.4	
TOTAL	7	8	3	6	7	6	2*	6.2	

* Includes Fatality on June 5, 2017



VISION ZERO UPDATE: ACTION PLAN & NEXT STEPS



WWW.VISIONZEROCHICAGO.ORG

View Chicago's Vision Zero Action Plan and sign up for updates.

KEY PLAN COMPONENT: LARGE VEHICLE SAFETY EQUIPMENT

Chicago has recently experienced an increase in fatal crashes involving large vehicles and people riding bicycles.



21%

of fatal bicycle crashes
involved a large vehicle
2010-2014.

67%

of fatal bicycle crashes
involved a large vehicle
2016.

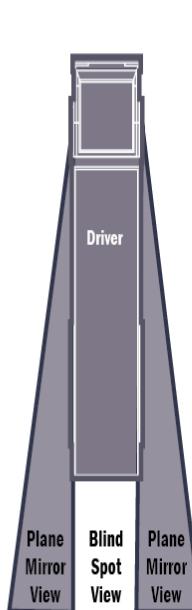
*Data Sources: Illinois Department of Transportation 2010-2014. Chicago Police Department, 2016.
Crashes excludes crashes that occur on interstate expressways.*

KEY PLAN COMPONENT: LARGE VEHICLE SAFETY EQUIPMENT

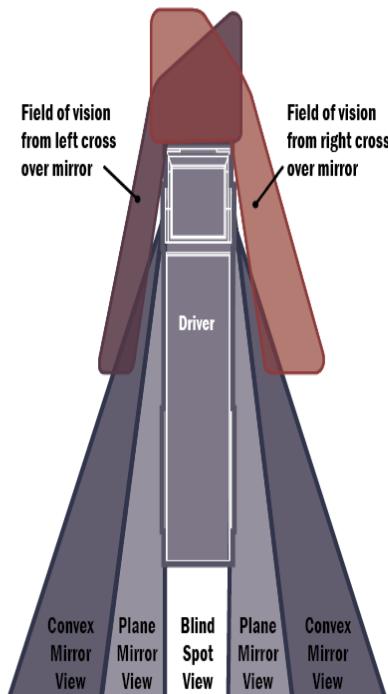
- Side Guards & Additional Mirrors

Tool: Convex and crossover mirrors

Driver's Field of Vision Using Standard Mirrors



Increased Field of Vision Using Recommended Mirrors



Convex and crossover mirrors lower crash RISK by reducing blindspots.

As demonstrated on the left, the driver's field of vision drastically increased with the inclusion of additional mirrors. These low-cost solutions require no special tools to install.

Source: Volpe, The National Transportation Systems Center, U.S. Department of Transportation, Cambridge Safer Truck Initiative

KEY PLAN COMPONENT:

LARGE VEHICLE SAFETY EQUIPMENT

- Side Guards & Additional Mirrors



KEY PLAN COMPONENT:

LARGE VEHICLE SAFETY EQUIPMENT

- Side Guards & Additional Mirrors
- Will be standard for the City Fleet
- Will be a required in any City contract over \$2 million
- Phased over 4 years

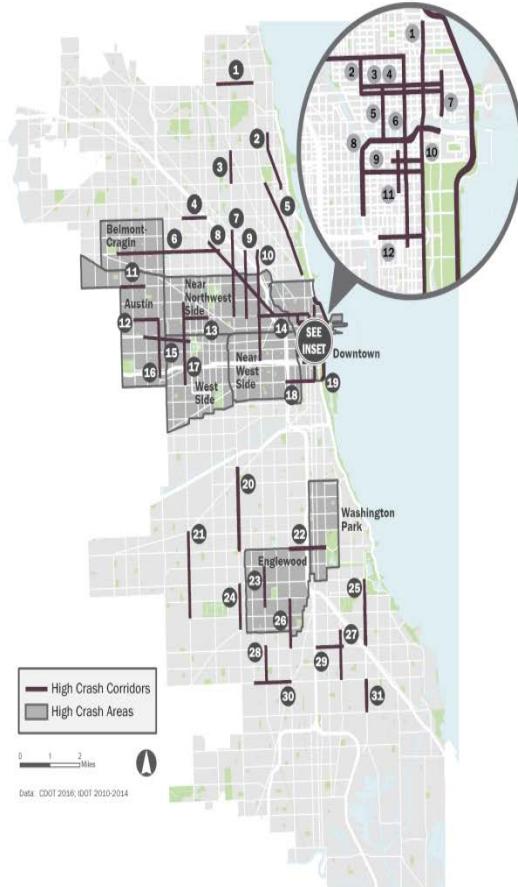


KEY PLAN COMPONENT:

COMMUNITY-BASED TRAFFIC SAFETY

- Provide an opportunity for community engagement on traffic safety and involvement in Vision Zero

VISION ZERO HIGH CRASH CORRIDORS & AREAS



NEIGHBORHOOD HIGH CRASH CORRIDORS

Numbered North to South

1	Devon	from California	to Clark	15	Roosevelt	from Halsted	to Michigan
2	Broadway	from Foster	to Grace	16	Lake Shore Drive	from Division	to Roosevelt
3	Western	from Lawrence	to Irving Park	17	Western Ave./Blvd	from 35th	to Garfield
4	Belmont	from Pulaski	to Kedzie	18	Pulaski	from Archer	to 71st
5	Clark	from Irving Park	to LaSalle	19	Garfield	from Halsted	to King
6	Fullerton	from Meade	to California	20	Ashland	from 59th	to 69th
7	Western	from George	to Chicago	21	Western	from 63rd	to 74th
8	Milwaukee	from Kedzie	to Ogden	22	Stony Island	from 63rd	to 79th
9	Damen	from Fullerton	to Superior	23	Halsted	from Marquette	to 79th
10	Ashland	from Fullerton	to Van Buren	24	Cottage Grove	from 75th	to 87th
11	North	from Austin	to Laramie	25	Ashland	from 78th	to 87th
12	Chicago	from Central	to Cicero	26	79th	from State	to Drexel
13	Chicago	from Pulaski	to Kedzie	27	87th	from Damen	to Halsted
14	Chicago	from Paulina	to State	28	Stony Island	from 87th	to 95th
15	Lake	from Lockwood	to Hamlin				
16	Cicero	from Chicago	to Arthington				
17	Division	from Roosevelt					

DOWNTOWN HIGH CRASH CORRIDORS (MAP INSET)

Numbered North to South

1	Michigan	from Oak	to Roosevelt
2	Orleans	from Chicago	to Ohio
3	Ontario	from Orleans	to Fairbanks
4	Ohio	from Orleans	to Fairbanks
5	LaSalle	from Ontario	to Wacker
6	State	from Chicago	to Harrison
7	Fairbanks	from Huron	to North Water
8	Wacker	from Jackson	to Columbus
9	Washington	from Wacker	to Michigan
10	Randolph	from Clark	to Michigan
11	Dearborn	from Lake	to Monroe
12	Congress	from Wells	to Michigan

METHODOLOGY

Candidate Vision Zero High Crash Corridors were identified by evaluating the spatial pattern of citywide non-expressway crashes resulting in fatalities and serious injuries between 2010 and 2014. Each candidate corridor was then ranked by the number of injury crashes per mile with added weight given to fatal and serious injury crashes. The map identifies 70 miles of Vision Zero High Crash corridors, including (1) 50 miles with the overall highest weighted crash indices, (2) the share of corridors within the downtown area was limited to 10 miles due to high overall numbers of crashes in the commercial center of the city, and (3) additional corridors that ranked highly by crashes involving one mode – pedestrian, bicyclist, or motorist – but did not make the top 50 miles by aggregate index round out the Vision Zero High Crash corridors list.

The eight High Crash Areas are made up of the top 14 (top 20th percentile) Community Areas as ranked by a composite score of total fatal and serious injury crashes, total fatal and serious injury crashes/100,000 residents, total fatal and serious injury crashes/square mile, economic hardship, and proportion of fatal and serious injury crashes per total crashes. Names broadly describing these areas are used.

Vision Zero West Side: Focus Area



Quick Facts



People Killed or Seriously Injured in West Side Crashes

915 2010-2014

Serious Injuries and Fatalities per 100,000 residents

485.6 CityWide: 302



Percentage of Census Tracts rated as High Economic Hardship*

69%

CityWide: 33%

Median Household Income

\$21,689 CityWide: \$48,883



VISION ZERO WEST SIDE

- Four community organizers
- Focused on ground-up outreach
- Community-specific, culturally relevant content and context for crash reduction strategies
- Lasting relationships with stakeholders, open lines of communication
- westside@visionzerochicago.org





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WWW.VISIONZEROCHICAGO.ORG

View Chicago's Vision Zero Action Plan and sign up for updates.

Milwaukee/North/Damen + Milwaukee Ave Complete Streets Improvements



Mayor's Bicycle Advisory Council Meeting

June 14th, 2017

Mike Amsden, AICP – Assistant Director of Transportation Planning

Project Goals

- Improve accommodations for people walking, biking, taking transit & visiting the area by implementing projects identified in the Wicker Park Bucktown Master Plan
- Implement low-cost, quick-hit pilot projects that are prioritized and supported by members of the community
- Evaluate before / after effects of pilot project treatments



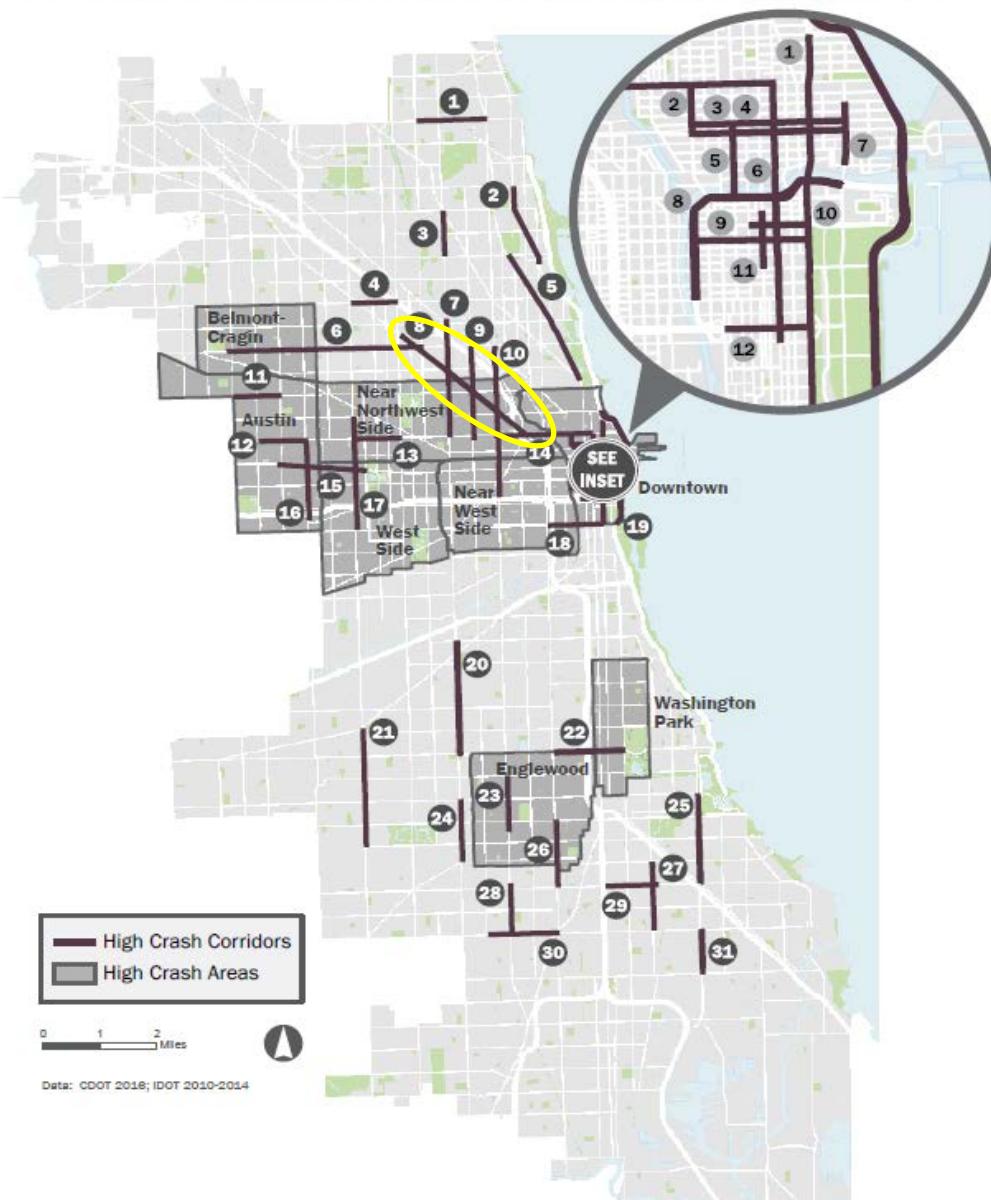


Vision Zero Action Items

- Evaluate High Crash Corridors for appropriate redesigns
- Create High Crash Corridor improvement plans that identify opportunities for interim safety projects
- Work with the community to identify opportunities to reduce the posted speed limit on pedestrian, bicycle, & transit priority streets
- Follow the Complete Streets Design Guidelines
- Improve service and access to public transit, especially on High Crash Corridors

Crash Data (2010 – 2014)

VISION ZERO HIGH CRASH CORRIDORS & AREAS



Overview

- High Crash Corridors
- 1,097 total crashes, with M/N/D having the highest concentration of crashes
- M/N/D a high-pedestrian crash intersection (2011 and 2015 analyses) and a high-bicycle crash intersection (2012 analysis)

Pedestrian / Bicyclist Crashes

- People walking and biking involved in 20% of all crashes, but represent;
 - 66% of injury crashes
 - 68% of serious injury crashes
- 74 reported dooring crashes represent 6% of reported dooring crashes citywide

Projects in the WPB Master Plan

Project 4.2 – Adjust Operations at Milwaukee/North/Damen to Better Accommodate all Forms of Transportation

- Work with CDOT to develop, implement, and **study the before/after effects of a pilot project**
- Add new high visibility crosswalks
- Explore opportunities for curb bump-outs to reduce pedestrian crossing distances
- Convert slip lane to pedestrian space
- Investigate eliminating some turn lanes and/or turning movements



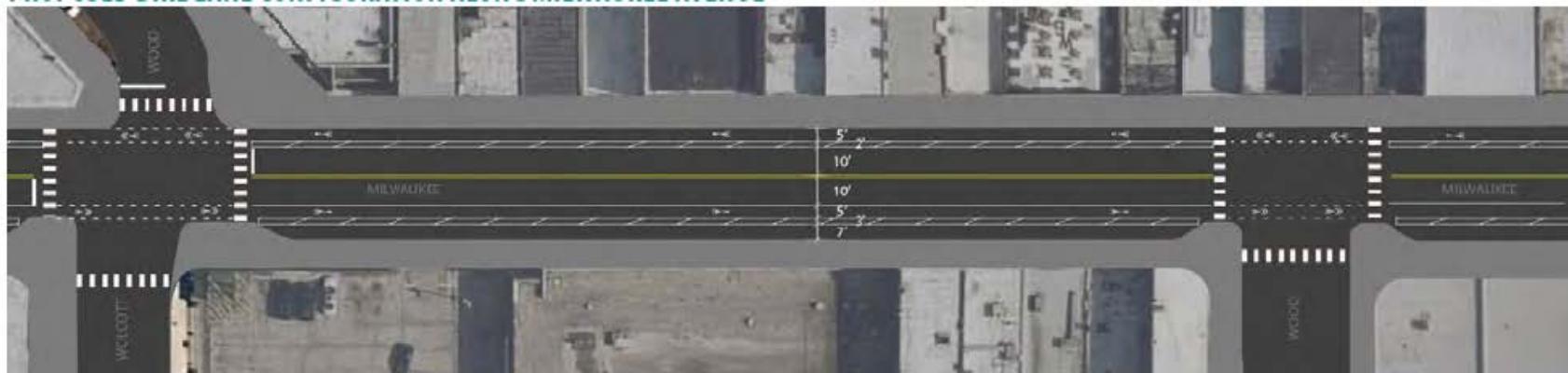
Projects in the WPB Master Plan

Project 1.1 – Improve Pedestrian Crossings

- Explore opportunities for curb bump-outs to reduce pedestrian crossing distances
- Investigate eliminating turn lanes and/or turning movements

Project 4.1 – Re-envision Milwaukee Ave to Balance all Users

- Work with CDOT to develop, implement, and **study the before/after effects of a pilot project** to introduce bike lanes on Milwaukee Ave
- Investigate **reducing the speed limit to 20 MPH** on Milwaukee Ave



PROPOSED MILWAUKEE AVENUE CONFIGURATION – PER THE WPB MASTER PLAN

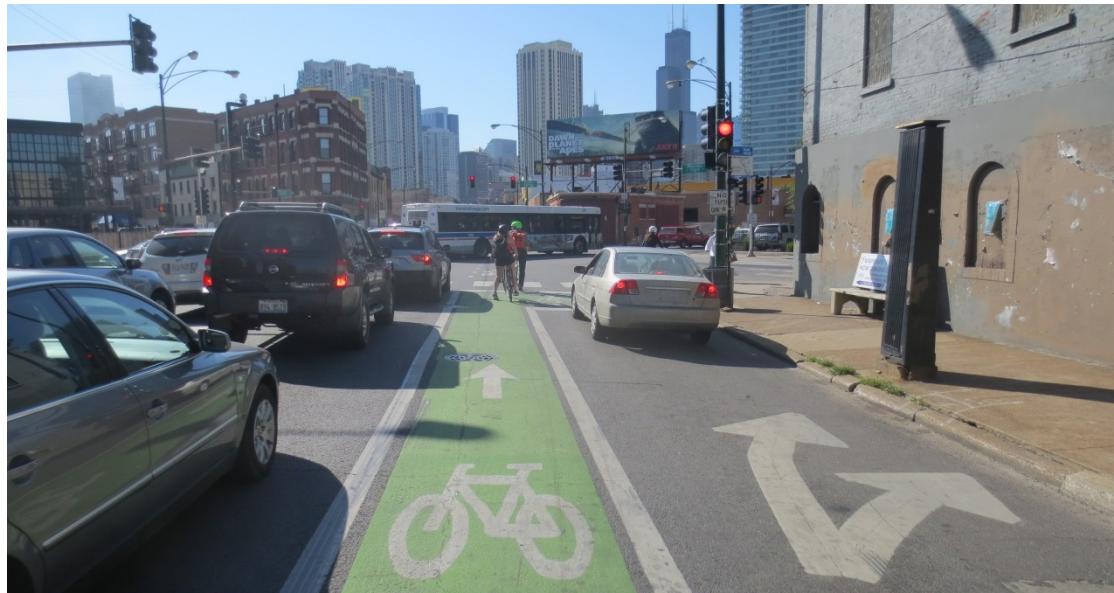
Projects in the WPB Master Plan

Project 2.2 – Complete Bike Lanes where Gaps are Present

- Continue to build out a comprehensive network of bikeways
- Milwaukee Ave is a Spoke Route and Damen Ave is a Crosstown Bike Route in the Streets for Cycling Plan 2020

Project 4.3 – Increase Visibility of Existing Bike Lanes

- Bike improvements at intersections, including bike boxes and bike lanes up to and through intersections
- Upgrade to green bike lanes where possible / needed



Scope of Work

- Restriping Project in 2017
 - Upgraded markings
 - Colored pavement markings
- “Paint and Post” Treatments
- Turning Movement Modifications



Paint and Post Bump-out – San Francisco, CA



Slip Lane Closure – Halsted St at Broadway



Bike Box – Milwaukee Ave at Halsted St/Grand Ave

Existing Conditions – Milwaukee / North / Damen

Slip Lane Utilization

- Over 1,000 people walking during the combined AM & PM peak hours
- 32 people turning right during the combined AM & PM peak hours



Pedestrian Volumes

- Over 5,000 crossings during the combined AM & PM peak hours
- Congested sidewalks at peak periods
- People standing in street due to minimal sidewalk widths

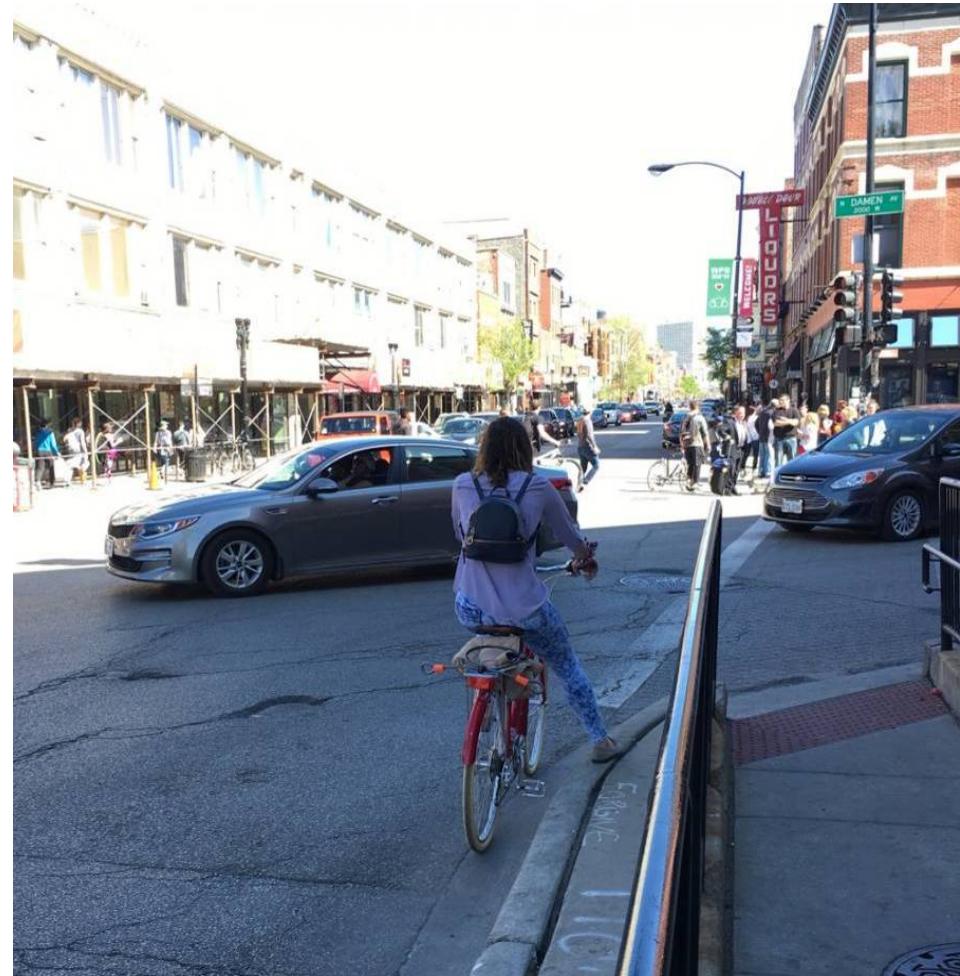


Existing Conditions – Milwaukee / North / Damen



Pedestrian desire lines at unmarked crosswalk locations

Existing Conditions – Milwaukee / North / Damen



- Over 800 people riding through the intersection during the AM peak
- People on bikes represent 40% of peak-direction traffic on Milwaukee Ave and 10-12% of peak-direction traffic on Damen Ave during peak hours
- 65% of people arriving at a southbound red light on Milwaukee Ave use the pedestrian signal to cross to Starbucks (all data from April/May 2017)

Existing Conditions – Milwaukee Ave Corridor



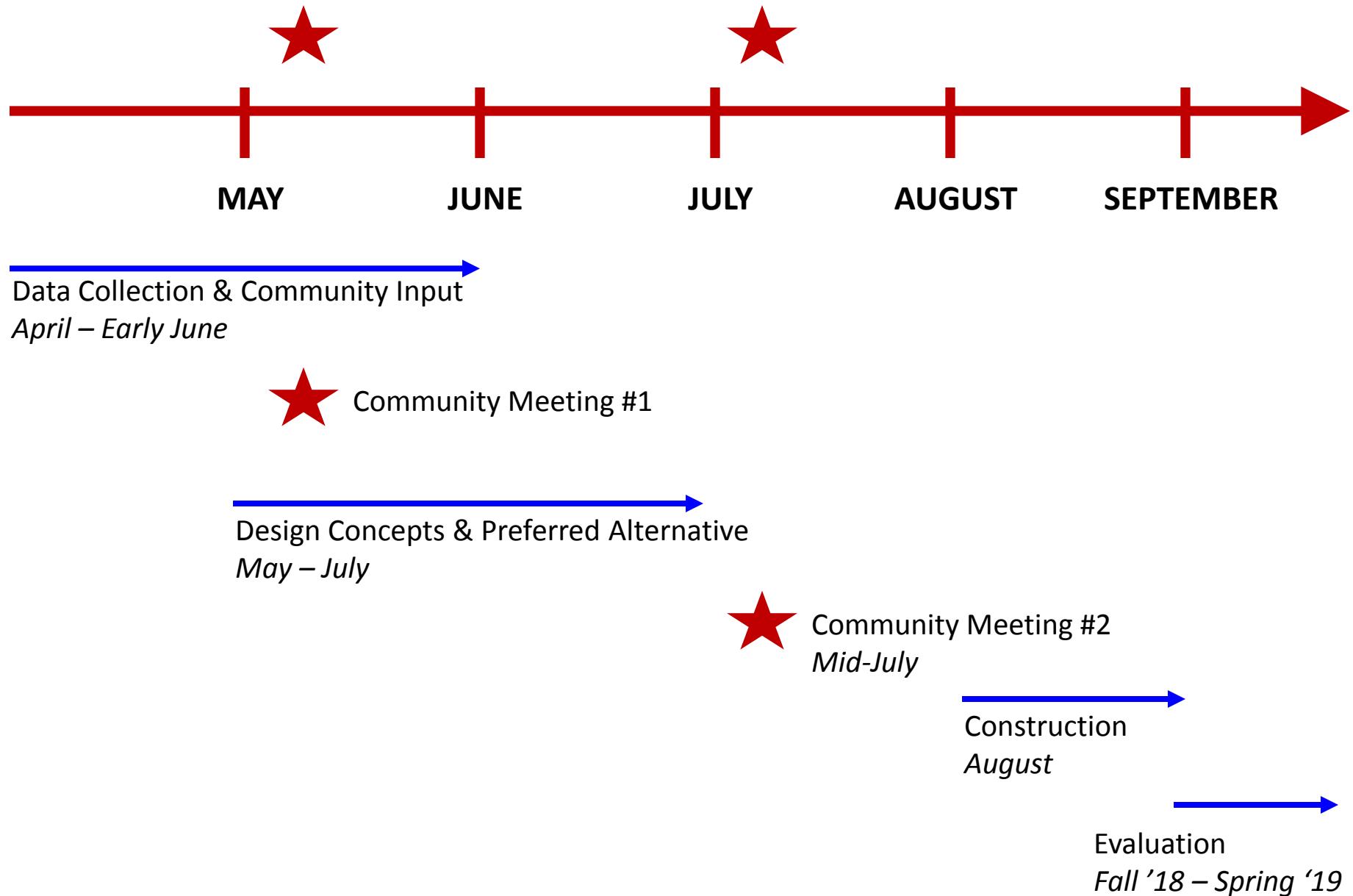
- 42' wide with minimal pavement markings
- Heavily used curbside activity
- 13,000 motor vehicles/day
- #56 CTA Bus
- Over 5,000 people riding bikes/day at various points along Milwaukee Ave

Existing Conditions – Milwaukee Ave Corridor



- Speed limit posted at 25 MPH and 30 MPH
- Average speed at Evergreen is 17 MPH
- 85% of people are driving 24 MPH or slower

Project Schedule





Thank You!

mike.amsden@cityofchicago.org

Website

www.chicagocompletestreets.org

Twitter

@CDOTNews

Facebook

facebook.com/CDOTNews



The City of Chicago's Bicycling Ambassadors



2017 Season Update

Who are the Bike Ambassadors

- Safety and education team dedicated towards encouraging more trips by bike, more people riding safely
- Largest and longest running outreach / education program of its kind in North America
- Outreach includes Safe Routes and Bike Ambassador events



Safe Routes Ambassador Types of Outreach

Safe Routes to School

- o 2nd grade pedestrian safety
- o 5th grade bike safety
- o 10th grade bike and traffic safety

Safe Routes for Seniors

- o 311
- o Alderman Requests
- o Snow Removal
- o CTA / Pace



Bike Ambassador Types of Outreach

General Outreach

- o Health fairs
- o Street Festivals
- o Libraries
- o Alderman bike rides

Enforcement

- o Riding on sidewalk, parking in bike lanes, distracted driving, dooring
- o Education focused
- o Prioritized per Chicago Vision Zero plan high crash corridors and Aldermanic request



Junior Ambassador Program

- Unique peer-to-peer outreach program
- Partners with Chicago Park District
- 4 Adult Ambassadors, 10 Juniors
- 140-150 of approximately 200 Chicago Park District Day Camps
- Safety Presentations
- Bike Rides / Rodeos
- Helmet Fittings



Learn to Ride

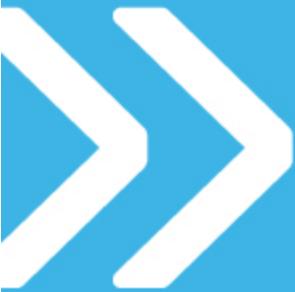
- Partnership with Divvy and BCBS Illinois
- Started 2016, 37 signups
- 2017 – June through August
- Two Locations: Kennedy King College and Chicago Center for Green Technology
- Over 80 signups to date
- Median Age is 44
- 78 percent are women



Contact the City of Chicago's Bicycling Ambassadors

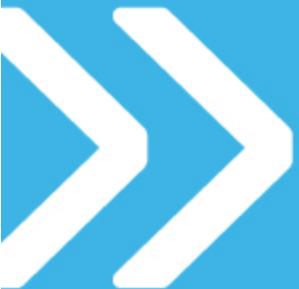
Lauren Crabtree: (312) 744-8017
Lauren@chicagocompletestreets.org

facebook.com/chicagobicyclingambassadors



Divvy's Outreach Initiative

Summer 2017



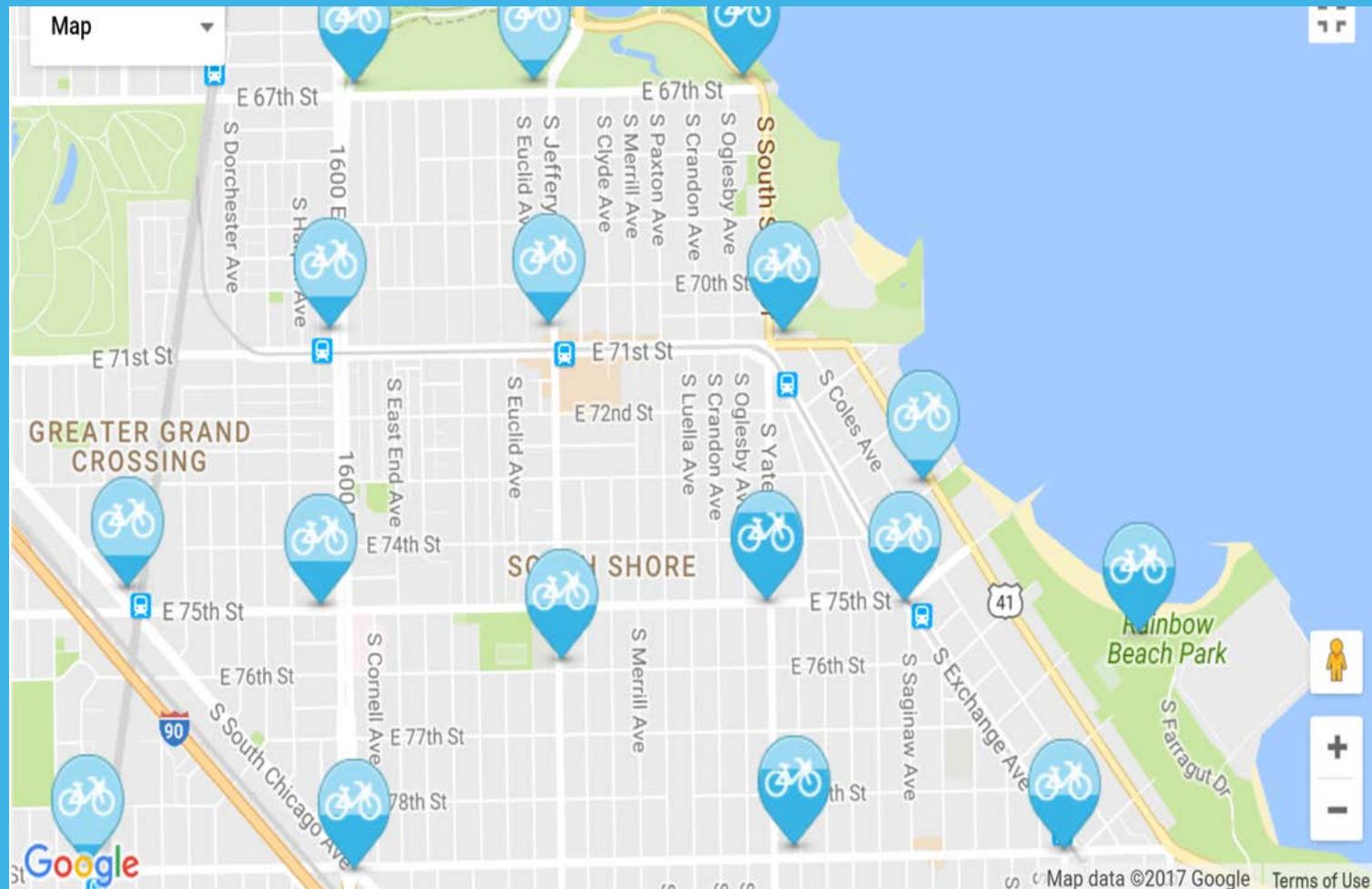
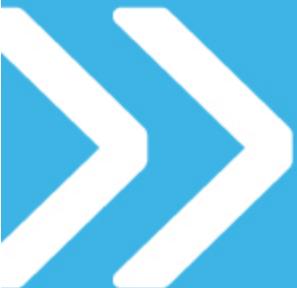
Goals of Program

- » Increase engagement of 2015 and 2016 expansion areas
- » Increase ridership and number of people on bikes
- » Have Divvy's membership be reflective of the city's diverse populations



Our Engagement + Outreach Strategy

- » **General outreach:** Areas of low ridership
- » **Location:** South Shore community area.
- » **Objectives:** Learn from residents, improve perceptions of Divvy, demystify the system, and increase the number of people on Divvy bikes.
- » **Citywide: Financial Opportunity Center locations**
- » **Locations:** Ravenswood, Logan Square, North Lawndale, Little Village, Bronzeville, and Englewood.
- » **Objectives:** Provide support for current D4E registration sites and build genuine outreach partnerships.

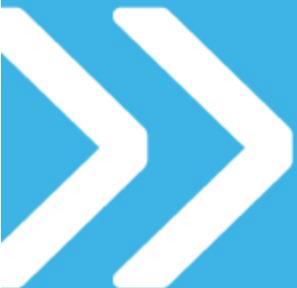


South Shore Approach

We wish to establish working partnerships with community members, businesses, and various community organizations to engage more qualified and interested residents around Divvy and D4E specifically.

- » Docking station siting of all 17 stations
- » Identify and engage community stakeholders and residents
- » Station post ups
- » Assist in scheduled events
 - » Tabling/D4E registrations, organizing local bike rides, facilitating workshops/presentations/and demonstrations, as well as having trained Outreach Leaders present to register any and all qualified/interested community members for D4E.





Thank you for your time!

Xia Xiang

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Work: (773)551-5266

Dan Black

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Work: (773)580-6641



Please join us for the next
**Mayor's Bicycle Advisory Council
Meeting**

September 13th, 3:00 – 4:30 pm

